REVISED

MIDNAPORE PHASE 2

AREA STRUCTURE PLAN AND SUPPORTING INFORMATION

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

JUNE 1991

PUBLISHING INFORMATION

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THE ROLE OF THE AREA STRUCTURE PLAN

Although optional under the **Planning Act**, in Calgary area structure plans (ASPs) are normally prepared for new communities to provide a framework for more detailed planning to follow at the subdivision stage.

The ASP document is in two parts, each comprising maps and text. The ASP itself, the white pages, is the mandatory part which comes into effect only after the adopting by-law has been passed by Council following a public hearing. It contains information and policies on such things as the proposed land uses, the expected population density, the approximate location of schools, open space, pathways, major transportation facilities, and the proposed phasing of new development. An ASP must conform to the **Planning Act** and to the **Calgary General Municipal Plan** while subdivision plans and land use decisions must conform to ASP policies.

The remaining part of the ASP document, the blue pages, is supporting information only and is not adopted by by-law. The blue pages describe the topography, special development constraints, Council policies affecting the area, community services, engineering utilities - water, sewer, gas, electricity supply - and similar information likely to be of interest to developers and landowners.

Note that, unless otherwise indicated, the maps in this plan show what is proposed for the planning area when it is fully developed. They give no indication of how much has been built at any point in time.

MIDNAPORE PHASE 2

THE REVISED AREA STRUCTURE PLAN

1.0 PURPOSE OF THIS PLAN

This plan is an update of the original **Midnapore II Area Structure Plan** approved by Council in April 1979 and takes into account all amendments. The original plan had become outdated and the frequent need to make amendments to it resulted in a document that was very difficult to use. This plan summarizes the development that has already occurred and provides the basis for making planning decisions on the remaining undeveloped lands.

A major departure from the original plan is the abandonment of the system of development "cells" which are irrelevant in view of the amount of construction that has now taken place. As well, the boundaries of the study area have been extended eastward to Macleod Trail and southward to the Transportation and Utility Corridor.

2.0 PLANNING AREA (MAP 1)

Midnapore Phase 2 covers approximately 829 hectares (2,048 acres) of land. Part of the area is to the west and part to the east of Macleod Trail (Highway 2). It is divided into the following community districts some of which, as noted below, have different boundaries to those of the original Midnapore II plan:

(a) Sundance - Bounded on the north by the Midnapore I planning area and by Fish Creek Provincial Park; to the east by Fish Creek Provincial Park; to the south by the Transportation and Utility Corridor (TUC) and to the west by Macleod Trail.

(b) Shawnee Slopes - Bounded to the north by Fish Creek Provincial Park; to the east by Macleod Trail; to the south by 146 Avenue S.W. and to the west by 14 Street S.W.

(c) Millrise - Bounded on the north by 146 Avenue S.W.; to the east by Macleod Trail; to the south by Shawnessy Boulevard S.W. and to the west by the proposed 14 Street S.W. road alignment. Note that, in the original plan, the eastern boundary was the CPR tracks.

(d) Shawnessy - Bounded on the north by Shawnessy Boulevard S.W.; to the east by Macleod Trail; to the south by the TUC and to the west by the proposed 14 Street S.W. road alignment.

Note that, in the original Midnapore II plan, the eastern boundary of that part of Shawnessy north of the 162 Avenue S.W. grid alignment, was the CPR tracks, while the southern boundary of Shawnessy, west of the CPR tracks, was 162 Avenue S.W.

These community district names are used throughout this plan wherever policies apply to only portions of the planning area.

MIDNAPORE 2

MAP 1

LOCATION MAP

LEGEND

- MIDNAPORE 2 STUDY AREA
- MIDNAPORE 1 DESIGN BRIEF AREA
- PROPOSED MIDNAPORE 3 PLANNING AREA
- TRANSPORTATION AND UTILITY CORRIDOR
- FISH CREEK PROVINCIAL PARK

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0 1 mile
0 1609 meters

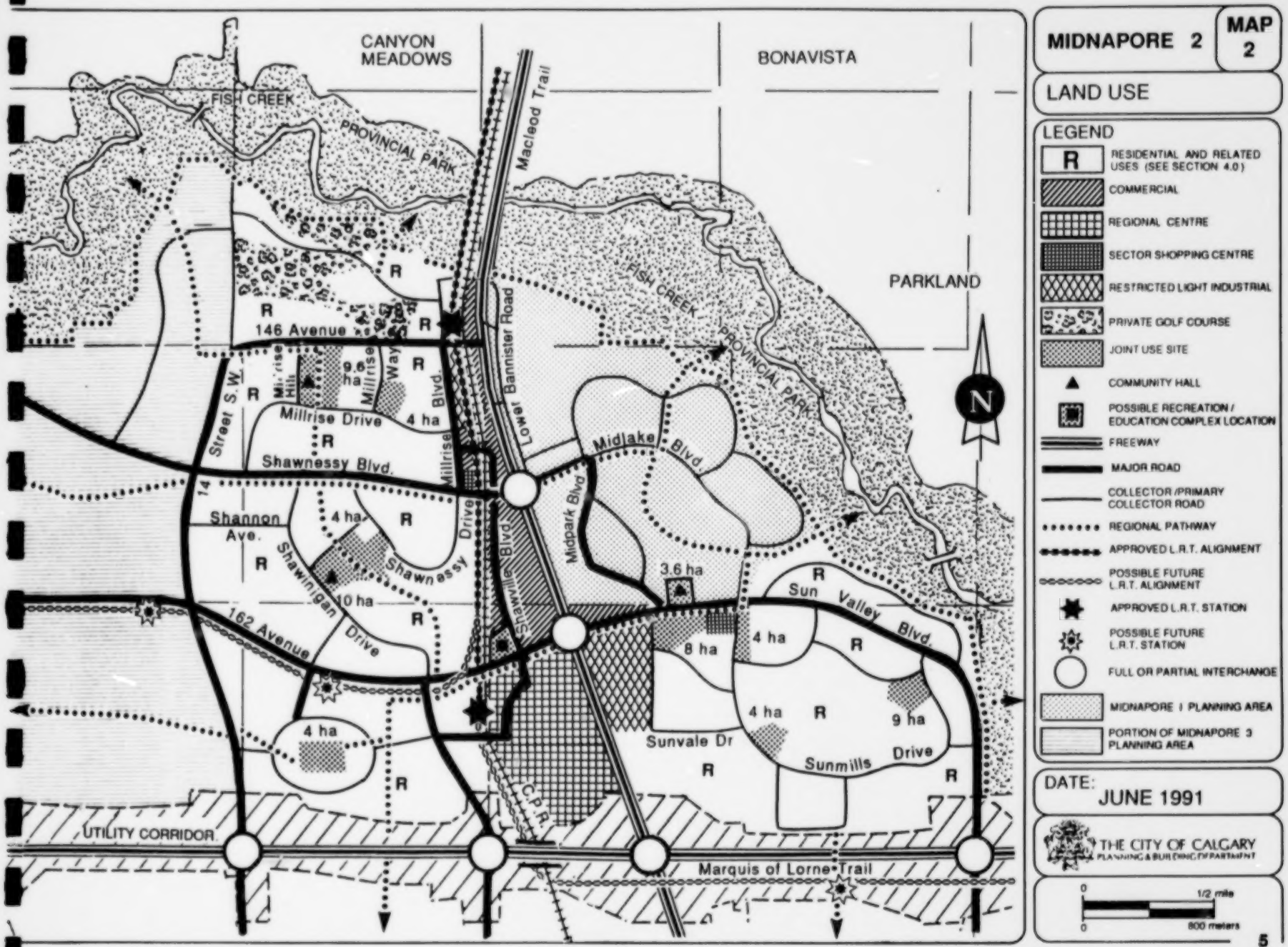
3.0 SUMMARY OF PLAN (MAP 2)

The area is being develcped primarily for residential use at an average density of 12 to 17 units per hectare (5 to 7 units per acre). A regional centre (Shawnessy Centre) has been approved on a site on the west side of Macleod Trail south of the 162 Avenue S.W. grid alignment. The centre is expected to combine regional shopping facilities with general commercial, a hospital, and other non residential uses.

Two small sector shopping centres are provided for; one south of Sun Valley Boulevard and west of Sunmills Drive S.E.; the other east of Millrise Boulevard and north of Shawnessy Boulevard S.W. Two areas are designated for restricted light industrial use; one on the west side of Macleod Trail south of 146 Avenue S.W.; the other on the east side of Macleod Trail south of Sun Valley Boulevard S.E. Both are intended as high quality light industrial areas accommodating such uses as warehouses, offices, and retail stores.

The major open space in the area is Fish Creek Provincial Park and a pathway system should link it with the community joint use sites and other large open spaces.

Road access will be off Macleod Trail while the LRT should be extended down to Marquis of Lorne Trail as the area south of Fish Creek builds out.



MIDNAPORE 2 — **MAP 2**

LAND USE

LEGEND

- R — RESIDENTIAL AND RELATED USES (SEE SECTION 4.0)
- COMMERCIAL
- REGIONAL CENTRE
- SECTOR SHOPPING CENTRE
- RESTRICTED LIGHT INDUSTRIAL
- PRIVATE GOLF COURSE
- JOINT USE SITE
- COMMUNITY HALL
- POSSIBLE RECREATION / EDUCATION COMPLEX LOCATION
- FREEWAY
- MAJOR ROAD
- COLLECTOR /PRIMARY COLLECTOR ROAD
- REGIONAL PATHWAY
- APPROVED L.R.T. ALIGNMENT
- POSSIBLE FUTURE L.R.T. ALIGNMENT
- APPROVED L.R.T. STATION
- POSSIBLE FUTURE L.R.T. STATION
- FULL OR PARTIAL INTERCHANGE
- MIDNAPORE 1 PLANNING AREA
- PORTION OF MIDNAPORE 3 PLANNING AREA

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0 1/2 mile
0 800 meters

4.0 PLANNING POLICIES (MAP 2)

4.1 Residential Areas

In this plan the term "residential and related uses" means:

- single family detached, semi-detached, duplex and multi-family dwellings, and

- such related uses as local commercial areas, neighbourhood shopping centres, churches, child care facilities, police, fire stations, libraries and neighbourhood parks other than joint use sites.

The locations and sizes of sites for these uses shall be determined at the outline plan stage subject to the following policies:

(a) A variety of dwelling units shall be provided.

(b) Multi-family accommodation shall be provided in close proximity to the proposed LRT stations. Elsewhere suitable sites for multi-family shall be chosen with regard to the Multi-Residential Development Location Guidelines, Table 3.3.3 in the **Calgary General Municipal Plan**.

(c) The overall density of the Midnapore 2 planning area should be in the range of 12 to 17 units per gross hectare (5 to 7 units per gross acre).

(d) The design and layout of residential developments shall take into account the need to minimize noise pollution emanating from major roads, freeways, expressways, LRT, railways, commercial and industrial uses and other sources.

4.2 Commercial Areas

(a) A regional centre has been approved for the 57 hectare (140 acre)± site between Macleod Trail and the CPR tracks south of 162 Avenue S.W. It should combine a regional shopping centre, with general commercial, a hospital and other compatible non residential uses.

(b) General commercial uses should be provided on those lands north of 162 Avenue S.W., between Macleod Trail and the CPR tracks.

(c) Two small sector shopping centres are provided for, one on a parcel of approximately 2.4 hectares (6 acres) on the east side of Millrise Boulevard north of Shawnessy Boulevard S.W., the other on a 4 hectare (10 acre)± parcel west of Sunmills Drive S.E. and south of Sun Valley Boulevard.

(d) Neighbourhood shopping centres shall be provided in each community at locations to be agreed upon at the outline plan stage.

(e) Commercial development shall be high quality and visually attractive, especially when it adjoins residential areas or Macleod Trail, a major entranceway to the city.

4.3 Industrial Areas

Two industrial areas are proposed. One is a 21 hectare (52 acre)± parcel east of Macleod Trail and south of Sun Valley Boulevard S.E. and the other a 9 hectare (22 acre)± site south of 146 Avenue between the CPR tracks on the east and Millrise Boulevard to the west. These areas:

(a) Should include a range of compatible light industrial and commercial uses;

(b) Shall be high quality and visually attractive especially when adjoining residential development or Macleod Trail, a major entranceway to the city.

4.4 Open Space

The configuration of the open space system is conceptual only and may be varied at the outline plan stage. However, the following should be provided.

4.4.1 School Sites

Unless otherwise agreed by the school boards, the approximate location and size of school sites should be as shown on Map 2 and described below:

4.4.1.1 Sundance

(a) An 8 hectare (20 acre)± site for a public senior high school;

(b) A 4 hectare (10 acre)± site for a separate elementary and junior high school;

(c) A 4 hectare (10 acre)± public elementary school site;

(d) One 9 hectare (22 acre)± site for a public elementary and junior high school.

4.4.1.2 Shawnee Slopes and Millrise

(a) One 4 hectare (10 acre)± site for a public elementary school;

(b) One 9.6 hectare (24 acre)± site for a separate elementary school, a public junior high school and a community facility.

4.4.1.3 Shawnessy

(a) Two 4 hectare (10 acre)± public elementary school sites;

(b) One 10 hectare (25 acre)± site for a junior high school, a separate elementary school and a community facility.

The respective school boards will decide when schools will be provided and will make interim schooling arrangements.

4.4.2 Community Halls and Recreational Facilities

Unless otherwise agreed by the community associations and the City, the approximate location of community halls should be as shown on Map 2 and described below:

4.4.2.1 Sundance

A location is provided on the 3.6 hectare (9 acre)± joint use site east of Midpark Boulevard and north of Sun Valley Boulevard in the Midnapore I planning area.

4.4.2.2 Shawnee Slopes and Millrise

A location is provided on the 9.6 hectare (24 acre)± joint use site on the east side of Millrise Hill.

4.4.2.3 Shawnessy

A location is provided on the 10 hectare (25 acre)± joint use site on the northeast side of Shawingan Drive.

4.4.2.4 Recreation Sports Complex

A recreation sports complex, serving all of the communities south of Fish Creek Provincial Park has been approved in principle and a possible location is provided on the municipal reserve site bounded by 162 Avenue S.E. to the south, the CPR tracks to the west, Shawville rise S.E. to the north and Shawville Boulevard S.E. to the east. Other locations, satisfactory to the communities and the City, may be considered.

4.4.3 Pathway System

(a) A local and regional pathway system for cyclists and pedestrians shall be provided.

(b) Any municipal reserve dedication remaining after higher priority open space uses, as determined by the Approving Authority, have been accommodated, should be developed as a linear park system.

(c) Except where passing through other open spaces, the pathway system shall be part of the 30 percent road dedication and accommodated within the road and utility rights-of-way.

(d) Grade separation shall be provided where a pathway crosses a freeway or expressway at midblock. All other road crossings should be at intersections.

4.4.4 Edge Treatment with Fish Creek Provincial Park

Where a development abuts the Park:

(a) Good pedestrian access to existing pathway systems in the park shall be provided for the general public;

(b) The slope stability line, and the top of the bank of the Fish Creek escarpment, shall be determined to the satisfaction of the City Engineer;

(c) Lots shall be set back from the top of the bank of the Fish Creek escarpment by 18.2 metres (60 feet), or to the slope stability line, whichever is the greater distance. Where the 18.2 metre (60 foot) setback is the greater distance, the additional land may be provided as municipal reserve;

(d) Any natural vegetative cover within the required setback area, referred to in Subsection 4.4.4 (c), shall not be removed or disturbed in any way except for the construction of a public pedestrian pathway;

(e) The natural grades shall not be altered so that houses overlook the park more than they would otherwise have done;

(f) Prior to the approval of the tentative plan the developer shall demonstrate that by the design of the houses, their location on the lots, planting, fencing or other screening methods, no part of the development shall appear as a wall of buildings when viewed from any of the trails of Fish Creek Provincial Park;

(g) No building elevation overlooking Fish Creek Provincial Park shall be more than two stories high.

4.5 Transportation System

4.5.1 Roads

The road alignments and standards of roads intended to serve the study area, are shown conceptually on Map 3. They provide the basis for a more detailed road design to be determined at the outline plan stage.

(a) Access to Shawnee Slopes and north Millrise for Macleod Trail south bound traffic will be by a right turn only intersection onto 146 Avenue S.E. Traffic on 146 Avenue S.E. will gain access to Macleod Trail northbound lanes through the connection of Shawnee Gate with Lower Bannister Road, which will feed onto, and be considered part of, the Macleod Trail road system.

(b) Access to the southern part of Millrise and north Shawnessy from Macleod Trail will be via an all turns interchange at Macleod Trail and Shawnessy Boulevard.

(c) Access to Sundance and central and southern Shawnessy from Macleod Trail will be via an all turns interchange at Macleod Trail, 162 Avenue S.E. and Sun Valley Boulevard.

4.5.2 Light Rail Transit (LRT)

(a) It is recommended that the LRT be extended from Anderson Road to Midnapore Station when the population south of Fish Creek reaches approximately 27,000.

A parcel of land, bounded by Fish Creek Provincial Park to the north, 6 Street S.W. to the west, 146 Avenue S.W. on the south and the CPR. tracks to the east, shall provide for the future Midnapore LRT station, related parking and a bus terminal.

(b) It is recommended that the LRT be extended to Shawnessy when the population south of Fish Creek reaches 64,000.

A 1.6 hectare (4 acre) parcel, bounded by the proposed Shawville Way to the north, the CPR to the west and the proposed Shawville Boulevard to the south and east, should provide for the Shawnessy LRT station. The LRT related facilities to be provided should include a 1,000 space park-n-ride lot, auto drop off (kiss-n-ride) and a bus terminal.

An additional area of land for LRT parking will likely be needed west of the station site and the CPR tracks and shall be determined at the outline plan stage.

(c) In order to provide for the option of an east-west extension of LRT, an alignment shall be protected:

(i) within the right-of-way of 162 Avenue S.W.;

(ii) within the TUC along Marquis of Lorne Trail.

4.5.3 Bus Service

(a) To ensure an adequate bus service, all residential areas should be within a walking distance of 450 metres (1476 feet) from a bus route.

(b) A feeder bus service shall connect all residential areas to the closest LRT station.

4.6 Utilities

All services shall be provided to the satisfaction of the City Engineer and Provincial Government or utility companies as appropriate.

4.6.1 Sanitary Sewer

Shawnee Slopes, and the area east of Macleod Trail, are serviced by sewer lines tying into the major trunk located in Fish Creek Provincial Park.

Shawnessy, Millrise and the area south of 162 Avenue S.W. can be serviced by the existing sewer line.

4.6.2 Storm Sewer

There are four catchment areas within the study area which can be serviced by storm sewer systems draining into Fish Creek and the Bow River.

A new storm drainage system for the area south of 162 Avenue S.W. is being evaluated in the Priddis/Pine Creek Drainage Study.

4.6.3 Water Service

All public facilities needed to service the area are already in place.

4.6.4 Electricity, Telephone, Cable TV

The location of these services shall be determined to the satisfaction of the respective utility companies.

4.6.5 Natural Gas

Restrictive covenants and maintenance easements shall be registered against the titles of affected residential lots to ensure that:

(a) habitable dwellings are prohibited within 15 metres (49 feet) of high pressure lines, and

(b) adequate access for maintenance purposes is provided for all gas lines.

4.7 The Restricted Development Area

The strip of land running along the southern boundary of the planning area, and encompassing Marquis of Lorne Trail, is the Restricted Development Area (RDA) and is subject to Provincial Government RDA regulations. The purpose of these regulations is to protect the rights-of-way of a future ring road and major utility corridor passing through outer areas of the city.

Following a reassessment of rights-of-way requirements for roads and utilities, a new boundary, known as the Transportation and Utility Corridor (TUC), has been defined. Where the TUC boundary covers a smaller area than the RDA the surplus land between the two boundaries is usually sold off by the Province. That land may be developed subject to the following:

(a) All development shall comply with this area structure plan.

(b) Adequate pedestrian and vehicular access shall be maintained to the lands remaining within the TUC, to allow for the installation and maintenance of utilities, pathways and similar uses required or approved by the Province.

(c) All utilities and services available to other parts of the planning area shall be provided to the surplus lands.

(d) Land use signs shall be prominently displayed within the community, clearly identifying the TUC boundary.

4.8 Historical Resources

Since the Midnapore area is known to include significant archaeological sites, Alberta Culture shall be contacted prior to outline plan approval to see if an archaeological survey or historical impact assessment is required.

4.9 Phasing

The sequence of development should generally follow the extension of roads and utilities.

SUPPORTING INFORMATION

SUPPORTING INFORMATION TO THE *REVISED* MIDNAPORE PHASE 2 AREA STRUCTURE PLAN

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SUPPORTING INFORMATION TO THE *REVISED* MIDNAPORE PHASE 2 AREA STRUCTURE PLAN

5.0 NATURAL FEATURES

Part of the planning area is in the upland plateau which extends from Fish Creek valley to Pine Creek valley, and from the escarpment of the Bow River to a shallow channel directly west of Macleod Trail. Further west is rolling cropland.

Excluding the Bow River and Fish Creek valley bottoms, the elevation change throughout the area does not exceed 114 metres (374 feet) with land along 37 Street S.W. being the highest at 1,158 metres (3,800 feet) and portions of the **Midnapore I Design Brief** area being the lowest at 1,044 metres (3,425 feet). The majority of the land in the area is gently undulating prairie typical of the Calgary region.

Major slopes are found along the Fish Creek and Bow River valleys. Other slopes occur along the tributaries of the Fish Creek valley. The remaining land rises slightly to the southwest, creating minor downslopes to the north and northeast. The relief of the land provides good views particularly to the west from several locations.

The topography of the study area poses no significant constraints to development since major undevelopable slopes are found only within the Fish Creek Provincial Park.

5.1 Soils and Geology

The soil in the Midnapore area is mostly silt, sand and clay deposits and is susceptible to frost heaving.

6.0 EXISTING CONDITIONS

6.1 Land Ownership

Much of the study area is now subdivided and developed for low density residential use. The major undeveloped area is the southwest portion of the Shawnessy community district, most of which is owned by Genstar Development Company.

Included among other significant land ownerships are the Shawnee Golf Course of Shaw Construction Ltd., large portions of south Sundance owned by Imasco Enterprises Inc., and undeveloped parcels in the western portions of Millrise and Shawnessy which are owned by Costain Ltd. and Truscan Realty Ltd.

6.2 Existing Land Uses

Most of the study area is designated for low density residential use with some multi-family sites. The undeveloped southwest portion of Shawnessy is designated UR, Urban Reserve. Parcels located between Macleod Trail and the CPR, and those flanking the east side of Macleod Trail, are predominantly vacant sites designated industrial or commercial.

7.0 POLICIES AFFECTING THE PLAN

The following documents contain approved policies that are particularly important to the planning of this area.

7.1 The Calgary General Municipal Plan, March 1979

This plan designates the Midnapore area for residential development with an expected population of 42,000 (13,000 in Midnapore I and 29,000 in Midnapore II).

7.2 Revised Midnapore II Policy Report, April 1978

This report recommends a series of major transportation improvements be made in step with the growing population of the area to prevent traffic congestion on major roads. It includes a policy, subsequently incorporated into the **Midnapore II Area Structure Plan**, approved July 1979, that no development be allowed west of 14 Street S.W. until the LRT line is extended south to 146 Avenue S.W. and/or Sarcee Trail is extended south to Marquis of Lorne Trail.

Since the adoption of that report, both alignments have been protected, but no decision to proceed with either has been made. The policies determining the timing and nature of the transportation improvements recommended in the report have been superseded by those in the **South Calgary Transportation Study**.

In as much as they are in conflict, policies in the **Revised Midnapore II Policy Report** are superseded by those of the **Revised Midnapore Phase 2 Area Structure Plan**.

7.3 The South Calgary Transportation Study September 1988

This study updated previous traffic studies for the area south of Fish Creek and recommended a comprehensive program of transportation improvements to be constructed as various population thresholds are reached. In addition to the extensions of the LRT system referred to in Section 8.3, the study proposed the following road improvements to be constructed by the time the population south of Fish Creek reaches 64,000:

(a) The construction of interchanges on Macleod Trail at Anderson Road, Canyon Meadows Drive and Shawnessy Boulevard;

(b) The extension of Shawnessy Boulevard and 162 Avenue west to Sarcee Trail;

(c) The extension of Sarcee Trail south of Glenmore Trail to Marquis of Lorne Trail.

8.0 THE REGIONAL TRANSPORTATION NETWORK (MAP 3)

The regional transportation network consists of the following major corridors.

8.1 Macleod Trail

This six lane divided road is the main approach to the city from the south. With the implementation of the future Deerfoot Trail extension, Macleod Trail will function as an urban expressway, providing indirect access to the adjacent commercial services and the surrounding urban residential uses.

8.2 Marquis of Lorne Trail

This road is located within the Transportation and Utility Corridor (TUC) which surrounds most of Calgary's presently built-up area. It connects with Deerfoot Trail to the east and eventually Sarcee Trail to the west providing regional traffic distribution.

8.3 Light Rail Transit (LRT)

8.3.1 Anderson Road to Midnapore

The extension of the LRT from Anderson Road to Midnapore and the construction of an interchange at Anderson Road and Macleod Trail was approved in the **Transportation Improvement Priorities Study 1986**. The proposed implementation period is between 1991 and 1995.

8.3.2 Midnapore to Shawnessy

The extension of the LRT to Shawnessy was approved in principle by City Council in the **South LRT Extension Functional Study 1982**.

8.3.3 Other LRT Extensions

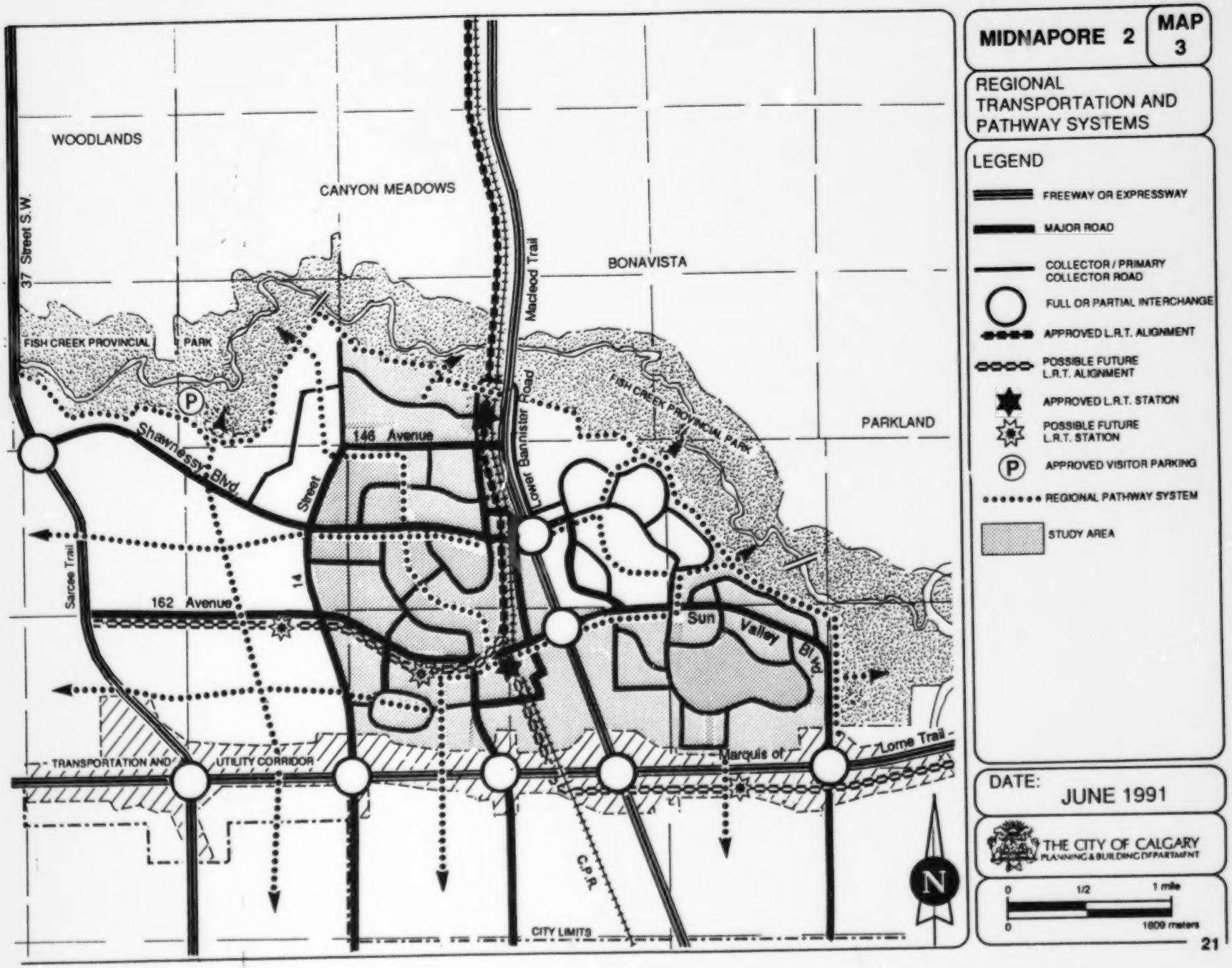
The three additional extensions of LRT approved in the **Transportation By-law** and the **South LRT Extension Functional Study**, in the Midnapore Area, are as follows:

(a) A westerly extension within the right of way of 162 Avenue S.W.;

(b) An easterly extension within the TUC along Marquis of Lorne Trail;

(c) A southerly extension into future development areas south of the TUC.

Further analysis is required to determine which of these, if any, is appropriate for implementation and to refine the alignments.



MIDNAPORE 2

MAP 3

REGIONAL TRANSPORTATION AND PATHWAY SYSTEMS

LEGEND

- FREEWAY OR EXPRESSWAY
- MAJOR ROAD
- COLLECTOR / PRIMARY COLLECTOR ROAD
- FULL OR PARTIAL INTERCHANGE
- APPROVED L.R.T. ALIGNMENT
- POSSIBLE FUTURE L.R.T. ALIGNMENT
- APPROVED L.R.T. STATION
- POSSIBLE FUTURE L.R.T. STATION
- APPROVED VISITOR PARKING
- REGIONAL PATHWAY SYSTEM
- STUDY AREA

DATE: JUNE 1991

THE CITY OF CALGARY
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0 1/2 1 mile
0 1609 meters

9.0 UTILITY SERVICES

Services shall be provided to the satisfaction of the City Engineer and Provincial Government, or utility companies, as appropriate. The following information is a guideline only.

9.1 Sanitary Sewer Service (Map 4)

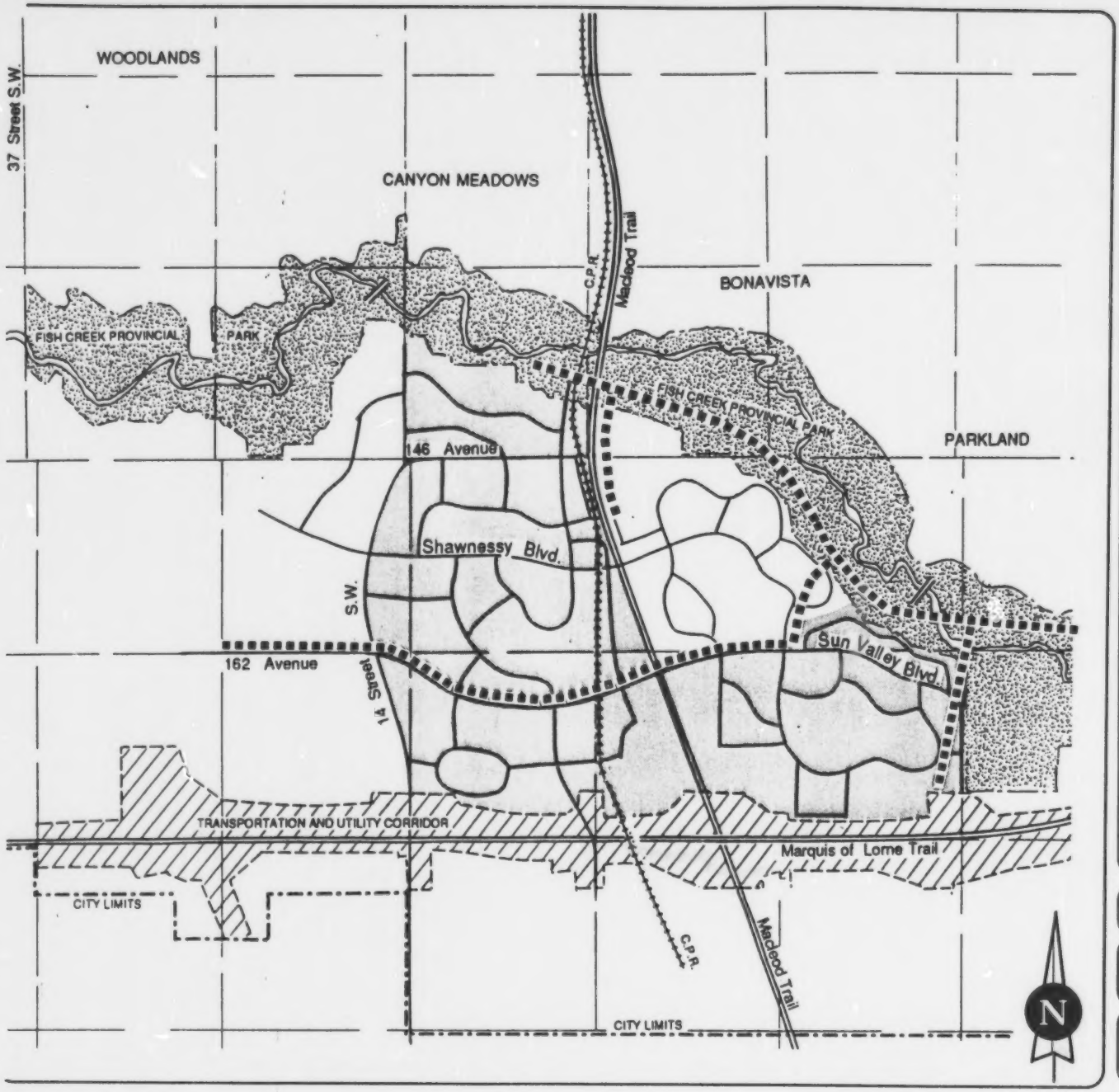
There are four catchment areas for the sanitary sewer service:

(a) The area south of 146 Avenue S.E. grid alignment and east of Macleod Trail is serviced by a 900 millimetre (36 inch) sanitary sewer tying into the major trunk in Fish Creek Provincial Park.

(b) The area south of the 162 Avenue S.E. grid alignment and east of Macleod Trail is serviced by a 675 millimetre (27 inch) sewer tying into the major trunk in Fish Creek Provincial Park.

(c) Shawnee Slopes community is serviced by a 450 millimetre (18 inch) sewer located in Fish Creek Provincial Park and along Macleod Trail.

(d) The area west of Macleod Trail and south of 146 Avenue S.W. is serviced by extending the existing 600 millimetre (24 inch) sewer westward along 162 Avenue S.W.



MIDNAPORE 2 | **MAP 4**

SANITARY SEWER SERVICE

LEGEND

SANITARY SEWER

STUDY AREA

DATE: JUNE 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile
0 1609 meters

9.2 Storm Sewer Service (Map 5)

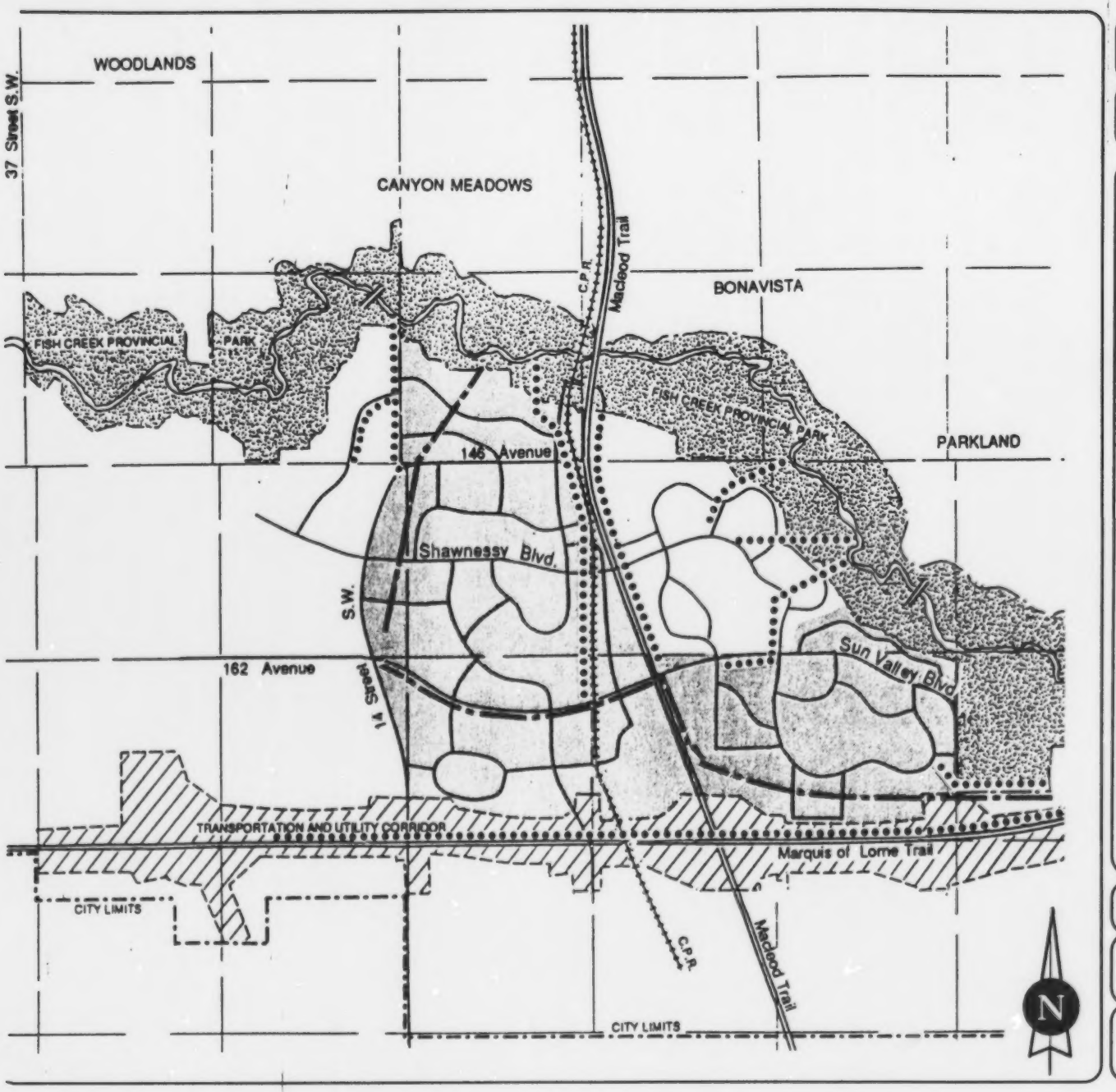
There are four storm sewer catchment areas:

(a) Three separate storm sewer systems outfalling into Fish Creek are servicing the area east of Macleod Trail.

(b) The area south and east of Sundance Lake is serviced by an 1800 millimetre (71 inch) storm trunk outfalling into the Bow River.

(c) The area west of Macleod Trail to 14 Street S.W. and north of 162 Avenue is serviced by a storm trunk system discharging into Fish Creek.

(d) Only a small part of the storm sewer system for the area west of Macleod Trail and south of 162 Avenue S.W., is in place. The drainage alternatives shall be evaluated and a trunk system determined when the proposed Priddis/Pine Creek Drainage Study is completed.



MIDNAPORE 2 **MAP 5**

STORM SEWER SERVICE

LEGEND

- STORM SEWER
- CATCHMENT AREA BOUNDARIES
- STUDY AREA

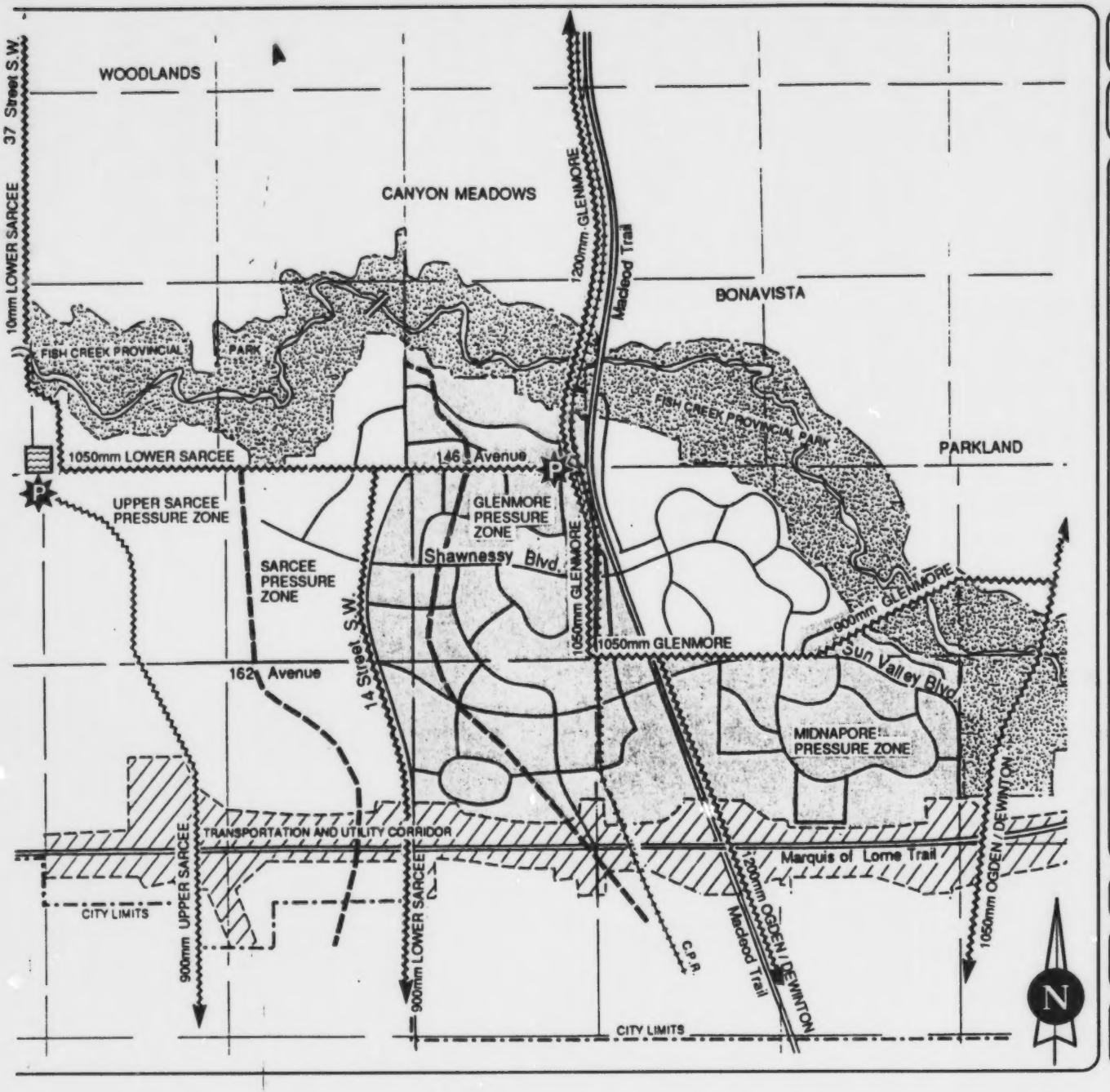
DATE: JUNE 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile
0 1609 meters

9.3 Water Service (Map 6)

All City of Calgary installed facilities required to service the study area are in place. The western-most pump station and watermains running south from it, are for servicing the lands in the south and west, beyond the study area.



MIDNAPORE 2

MAP 6

WATER SERVICE

LEGEND

- RESERVOIR
- PUMP STATION
- WATERMAIN
- PRESSURE ZONE BOUNDARY
- STUDY AREA

DATE: JUNE 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

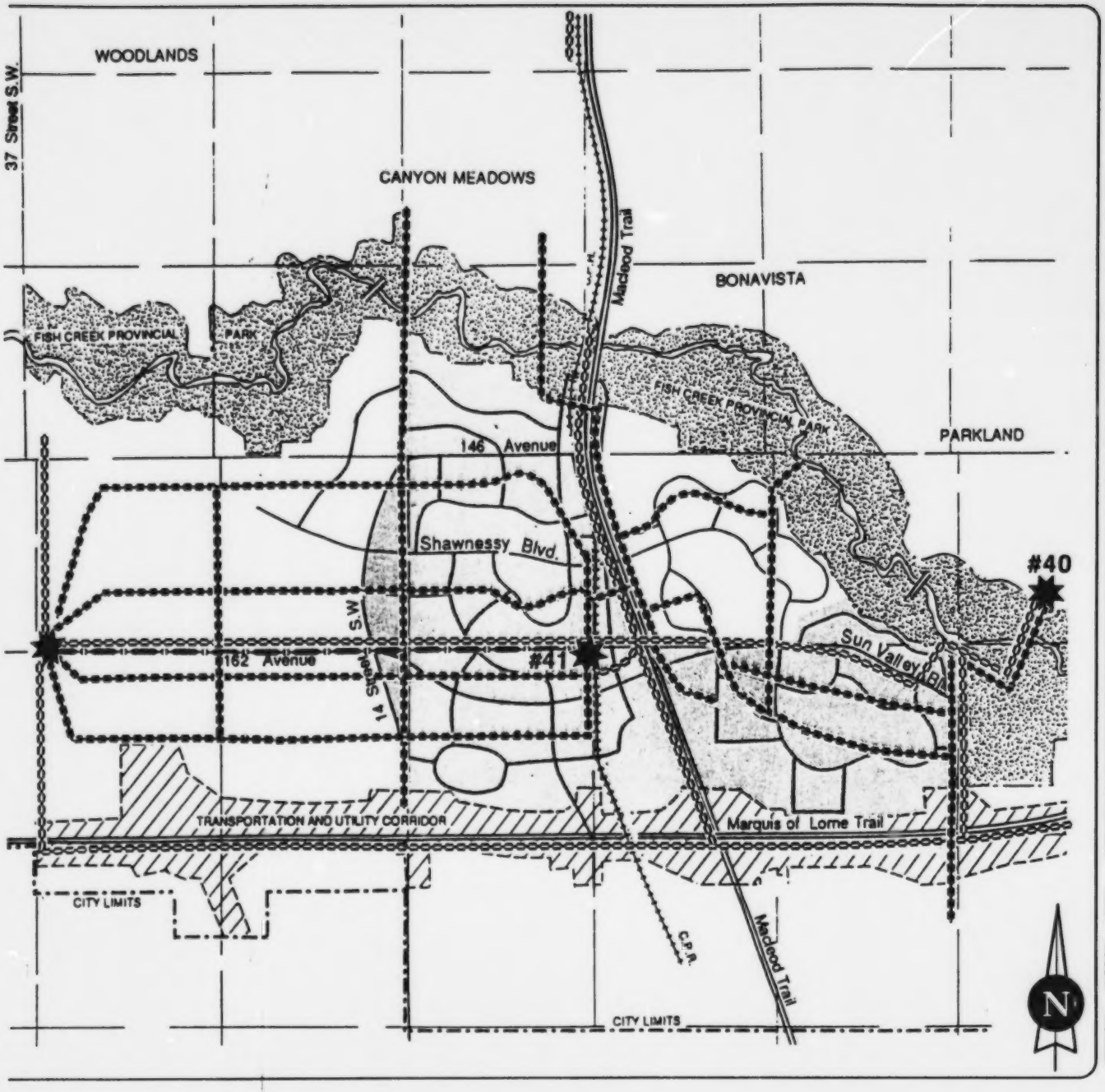
0 1/2 1 mile
0 1609 meters

9.4 Electrical Service (Map 7)

Electrical service to the lands east of Macleod Trail is provided by two 13.2kV feeders running more or less in an east-west direction. One of the feeders terminates at Substation No. 40 while the other continues south on 15 Street S.E. to feed a future subdivision.

The area west of Macleod Trail is serviced by four 13.2kV feeders running east-west. A 13.2kV feeder tie exists on 14 Street S.W. and will remain after development is complete.

There are three existing 138kV transmission lines in the study area. One runs north of Substation No. 41 on the west side of Macleod Trail, while the other two run along 162 Avenue and Sun Valley Boulevard. There are two proposed 138kV routes, one along 15 Street S.E. between Sun Valley Boulevard and Marquis of Lorne Trail and a double circuit line on the west side of Macleod Trail from Substation No. 41 south to Marquis of Lorne Trail.



MIDNAPORE 2 | **MAP 7**

ELECTRICAL SERVICE

LEGEND

- 138KV FEEDERMAIN
- 13,2KV FEEDERS
- 13,2KV UNDERBUILD FEEDERMAIN
- SUBSTATIONS
- STUDY AREA

DATE:
JUNE 1991

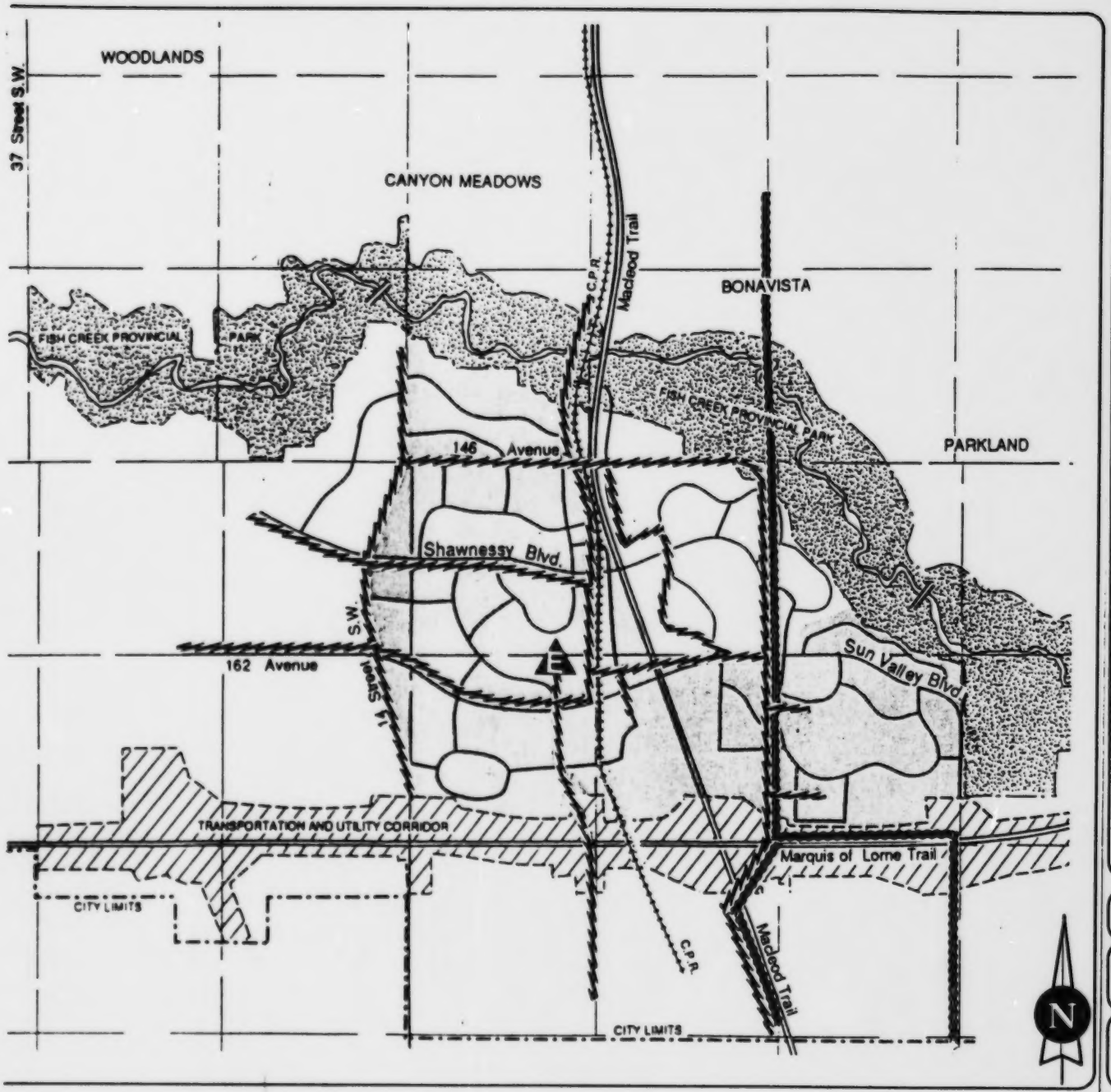
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile
0 1609 meters

9.5 Telephone Service (Map 8)

The developed portion of the planning area is serviced by feeder cables extending from the Shawnessy exchange area as shown on Map 8.

Feeder route extensions are possible for 6 Street S.E., the 5 Street S.W. road alignment, and 14 Street S.W. A westward extension at approximately the 156 Avenue grid alignment, however, is dependent upon right-of-way availability.



MIDNAPORE 2 **MAP 8**

TELEPHONE SERVICE

LEGEND

- TOLL
- FEEDER
- E EXCHANGE
- STUDY AREA

DATE: JUNE 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile
0 1609 meters

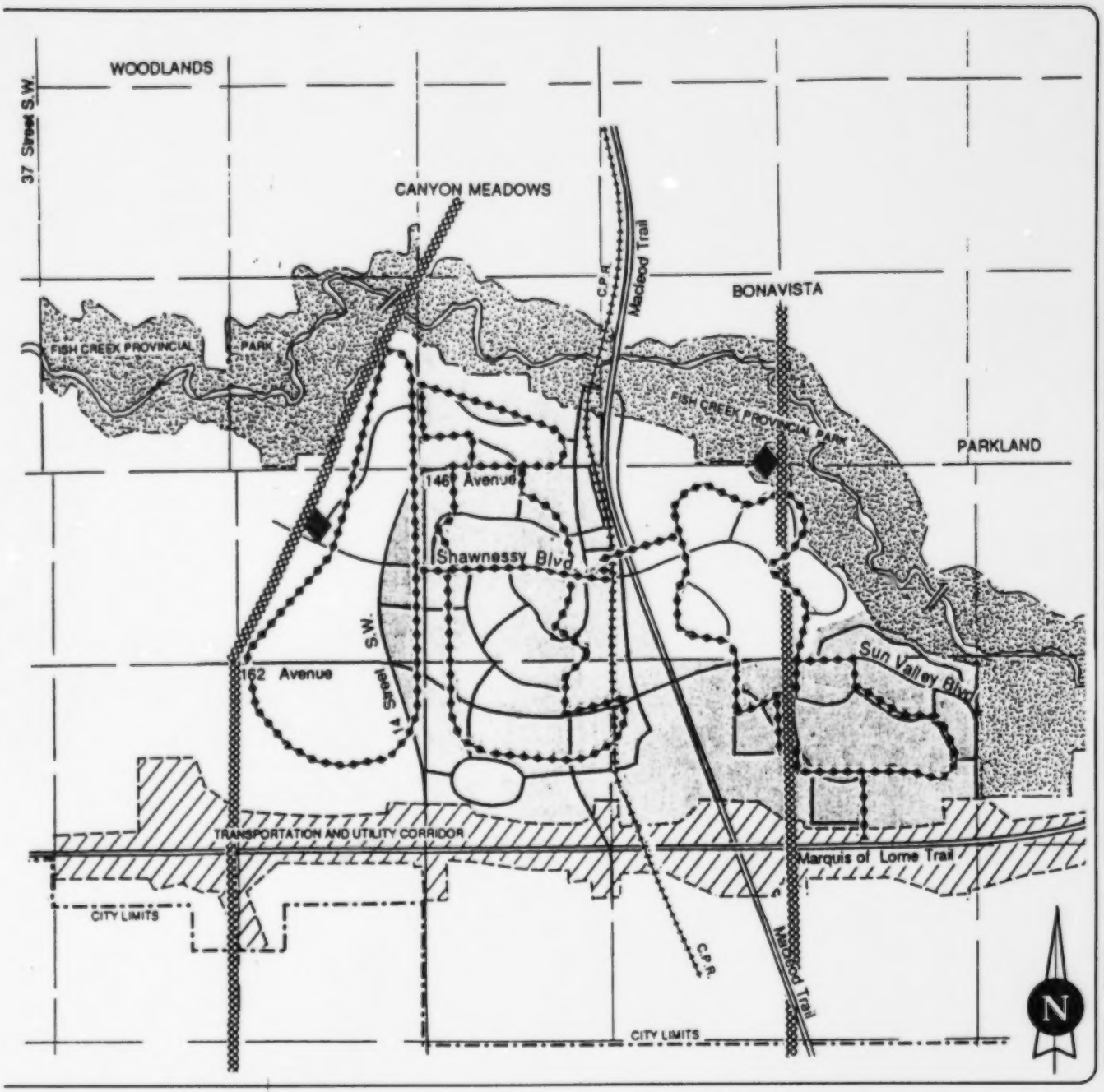
9.6 Natural Gas Service (Map 9)

At present there are two Canadian Western Natural Gas (C.W.N.G.) high pressure transmission lines passing through the study area. One, with two 400 millimetre (16 inch) lines, runs along the 6 Street S.E. grid alignment to Marquis of Lorne Trail. The second, on the west side of Macleod Trail, cuts diagonally from the northeast to the southwest through Section 32 to 24 Street S.W. and continues southward to Marquis of Lorne Trail.

An existing regulator station is located at the north end of the Midnapore community which serves an existing 300 millimetre (12 inch) C.W.N.G. distribution feedermain to the east side of Macleod Trail at the 153 Avenue grid alignment. This main extends across Macleod Trail along Shawnessy Boulevard and serves as the feeder for the community districts of Shawnee Slopes, Millrise and Shawnessy.

Gas service is provided to the Sundance community by extending the existing 168 millimetre (6.7 inch) main which runs southward from the existing regulator station in the Midnapore community. This main will run approximately eastward along the 170 Avenue S.E. grid alignment, to serve future development in Sundance.

A proposed 168.3 millimetre (6.7 inch) feeder main west of Macleod Trail will extend south and westward along 162 Avenue S.W. to serve future development in the Shawnessy Community district.



MIDNAPORE 2 | **MAP 9**

NATURAL GAS

LEGEND

- FEEDERMAIN
- GAS TRANSMISSION LINE
- REGULATOR STATION
- STUDY AREA

DATE:
JUNE 1991

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile
0 1609 meters

10.0 COMMUNITY SERVICES

10.1 Police Service

The planning area will be serviced from Police District Office #6, located at 8325 Bonaventure Drive S.E.

10.2 Fire Protection

The closest fire station to the planning area is Fire Station #26, located at 271 Midpark Boulevard S.E. (in Midnapore).

10.3 Library Service

The Calgary Public Library Board is currently looking for a site for a new branch near the regional centre.

At present, the nearest library is the Fish Creek Area Branch, located at 11161 Bonaventure Drive S.E. A bookmobile also stops regularly at the Midnapore Mall.

10.4 Social Services

Municipal social services will be provided from the Heritage Area Office located at 8500 Macleod Trail. Provincial social services will be provided from the Willow Park District Office located at 10325 Bonaventure Drive S.E. Future needs will be monitored and another municipal area office may be required to serve Calgary's southern communities.

10.5 Public Health Services

The Midnapore District Office, in the Midnapore Mall at 240 Midpark Way S.E., will provide public health service. The nearest hospital is the Rockyview General Hospital, approximately 12.8 kilometres (8 miles) away.

Another hospital will likely be located in the vicinity of the Shawnessy Centre.